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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT 25X1A

COUNTRY Paraguay/Argentina/Chile/Peru/British West Indies/  
French West Indies

SUBJECT Port Conditions and Shipping Information

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(BY SOURCE)

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THIS IS UNEVALUATED INFORMATION

1. Paraguay. Goods being shipped from Buenos Aires, Argentina to Asuncion are handled either via the weekly rail service or by boat. Most of the cargo is carried by river steamers or lighters of the Flota Mercante del Paraguay and the Compania Maritima Dodero. These ships, which have a hold capacity of about 1500 tons, sail weekly. Sailing schedules are generally unaffected by weather conditions except between October and March, when the water is low and steamers must reduce cargo capacity as much as 50%.

Buses, trucks and heavy lifts too large for the river steamers are carried on lighters.

The river voyage by steamer ordinarily takes about 7 days but lighters under tow take from 15 to 20 days.

The crane limit at Asuncion is 17 tons. [REDACTED]

2. Argentina. Faults in the port facilities and communication operations are responsible for delaying ships at Argentine ports, not the volume of grain moving, which is smaller than 20 years ago.

In August 1954 at the port of Rosario, where 26 ships were waiting to be loaded at one time, one vessel had been delayed for over a month. While rain was partly responsible for delay at Rosario, this condition did not apply at Bahia Blanca or Necochea, where there were even longer delays.

3. [REDACTED]

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4. Peru. At Callao as of September 1954 cargo was being discharged into lighters from both sides of ships in order to hasten the ships' clearance from the port. This practice results in containers being broken due to the use of rope slings and the rising and falling of lighters while the unloading process is being carried out.

Sometimes a cargo will remain in a lighter for several days before being unloaded into Customs. This procedure is frequently indulged in by Pacific Line vessels because that line owns a number of lighters. The port authorities are trying to prevent this practice. [This data supplements paragraph 7 of [REDACTED]]

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Goods still could not be removed from Customs except in exchange for a clean receipt. This practice has again been brought to the attention of the port authorities in an effort to obtain corrective action.

5. [REDACTED]

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6. French West Indies.

- a. Guadeloupe. The channel to the harbor has been straightened; vessels up to 20,000 tons may enter. A new concrete wharf with berths for four 10,000-ton vessels has been completed and four additional wharves are under construction. [REDACTED]

- b. Martinique. Harbor warehouses have been improved and new equipment is now in use. [REDACTED]

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